

NO BID FOR NEW SUBWAYS.

INTER-MET WILL NOT AGREE TO NEW CONTRACTS' TERMS.

But If It Can Have Its Own Way Will Construct at Cost the East and West Side Extensions—No Further Action by the Present Transit Board Is Likely.

Not a single bid was received by the Rapid Transit Commission yesterday for the construction and operation, or even for the construction alone, of the proposed new Seventh and Eighth avenue and Lexington avenue routes. The only return the commission received for the three years work it has given to mapping out new routes was a proposal from the Interborough-Metropolitan Company offering to continue the present subway north of Forty-second street to the Bronx on the East Side and to build an extension south of Forty-second street to the Battery, provided the commission would allow the company to build these lines on practically its own terms.

In a letter from Theodore P. Shonts, the president of the Interborough-Metropolitan, the members of the board were told that it would be impossible to construct the extensions on the terms of the conditions laid down in the contract, since the return would not pay the fixed charges. The company offered to construct the extensions at actual cost; that is, with the city's money, but without seeking any profit for itself out of bare construction. It offered to provide the equipment, the cars, the expense, but the conditions were laid down which virtually amounted to a demand for a guarantee from the city of a fair rate of interest on the money invested by the company in the new roads.

The Broadway merchants who got out an injunction forbidding the opening of bids by the commission disturbed the board for nothing, because when the proposal box was formally unlocked it contained nothing. After the meeting the commissioners explained that the unsatisfactory result was, they thought, due to the passage of the Elsborg bill, limiting the operating lease to twenty years, with only one renewal of a similar term of years, and the prospect of the enactment of the public utilities bill, which will bring into being a commission which is to have absolute control over the operation of the existing and future local railroads.

It was said also that the syndicates formed some months ago to bid for the new roads had reached the conclusion that they could not profitably compete with the Interborough-Metropolitan system.

Mr. Shonts, in his communication to the board, admitted the need of additional traveling facilities in this city, but regretted that after careful study of the plans and specifications for the new subway, the directors of the company had concluded that the building and operation of the two extensions, under the burdens imposed by your proposed contract and the existing law, are financial impossibilities.

Mr. Shonts said that the cost of the construction alone under the specifications laid out by the commission would be not less than \$4,000,000 for building and equipping the existing subway, with the extension to the Battery, comprising about thirty-three miles of single track. Mr. Shonts continued:

This increase in cost is due partly to the requirements of the present law, the increase in the price of materials of labor and the fact that about fourteen miles (single track) of the existing line is on an elevated structure, while all the new lines are underground; but the increase in cost is chiefly due to onerous provisions (not required by the existing law) of the new contract, and of the new plans and specifications which provide first, for unnecessary increase of cost of construction; second, for adding the cost of all easements to the cost of the subway; third, for the purchase of private property for station entrances; fourth, for a greatly increased responsibility for damages; and fifth, for an increase in the distance of the tunnels—an increase which will be of no value for extensions to the existing subway system. The fact that the express and local tracks on Lexington avenue are upon different levels also adds materially to the cost. The result is that our engineers estimate that the cost of the new subways fully equipped will be at the rate of \$1,250,000 per mile of single track as compared with the cost of \$1,100,000 per mile for the existing rapid transit lines, an increase of about 100 per cent. This estimate is more than substantiated by the contract recently let for the construction of the Manhattan section of the city's subway loop between the bridges.

Chief Engineer Rice of the Rapid Transit Commission, in making out his estimates, did not fix the cost of the subway at the figures. He has computed that the cost of construction would be only between \$35,000,000 and \$40,000,000. Mr. Shonts closed his letter by submitting this proposition to the board:

We are prepared to enter into a contract for the construction at actual cost of two extensions of the existing subway, one upon the West Side, extending south from Forty-second street to the Battery, the other upon the East Side, extending north from Forty-second street to the Bronx, and for the equipment and operation of such extensions, provided the cost of construction can be brought within the city's borrowing capacity, and provided the terms of the contract are such that we may reasonably expect the earnings from these additional subways to be sufficient to cover the interest and sinking fund upon the bonds of the city issued for their cost, a proper annual charge for depreciation, and equipment and other property which the city may take over at an appraised value at the end of the twenty years lease, and interest upon our additional investment for which city bonds would not be issued.

In other words, we are willing to complete the existing rapid transit system so that there shall be, as originally planned by your board, two complete longitudinal lines, one upon the East Side and the other upon the West Side of the city, without any prospect of profit beyond a fair rate of interest upon the additional investment involved, and obviously without an expectation of such return no capital could be secured for additional subway construction.

Mr. Shonts was asked by Commissioner Charles Stewart Smith if the Interborough-Metropolitan Company would really be willing to take a contract for new lines while the Elsborg law remained in effect. Mr. Shonts thought that it would be expedient to build the lines if the board would modify some of the many onerous conditions in its form of contract.

Some of the commissioners were inclined to let the new commission, which is expected to come into office on July 1, tackle the problem, but it was decided to hold a public hearing on the Interborough's proposition on May 2.

While this matter was being discussed a committee from The Bronx urged the board to take some action on the proposal to add two tracks to the Second avenue elevated line and a third track to the Third avenue elevated system. Mr. Smith thought that to grant such a franchise would be embarrassing the prospective commission, and he suggested the shelving of that proposition also, but Comptroller Metz strongly objected.

It was then decided to reopen the matter on May 2, with a public hearing, and in response to an appeal by a delegation from Brooklyn favoring the carrying out of the Behr memorial scheme from Brooklyn to Coney Island it was agreed by the board to take up that project also next Thursday.

An executive meeting of the commission there was some deliberation of the Interborough's proposal and a determination was reached to give immediate consideration

ANNOUNCEMENT

The Trust Company of America. Colonial Trust Company.

At the opening of business to-day COLONIAL TRUST COMPANY will be merged into THE TRUST COMPANY OF AMERICA. The offices heretofore maintained by THE TRUST COMPANY OF AMERICA at No. 135 Broadway and No. 36 Wall Street, and by the COLONIAL TRUST COMPANY at No. 222 Broadway, will be continued, the latter as the COLONIAL BRANCH of THE TRUST COMPANY OF AMERICA.

Until further notice all business of each office will continue to be conducted, so far as both depositors and the public are concerned, in all respects as though no merger had taken place.

New York, N. Y., April 26, 1907.

to the details of it with a view to ascertaining if it would be possible to come to some understanding with the company.

We will put our contract and the Interborough's suggestions side by side," Mr. Metz said after the meeting, "and find out just how they differ. But there are new subways to be built in Manhattan than I am in favor of those additional elevated lines and of doing something for Brooklyn. Let the people over there have the monorail system if they want it. The Behr people have offered to build with their own money. And then I am in favor of the Fourth avenue (Brooklyn) subway being built by the city. It will cost only \$15,000,000 and will build up all the South Brooklyn lines and by raising the assessed valuations of that part of the city we will get the money needed to provide more subways for Manhattan.

Should the commission be willing to let a modified contract to the Inter-Met, it would be necessary to readvertise it, which would mean that it could not be awarded, even with the utmost expedition, until just before the commission goes out of office. It is thought, however, that the commission will not agree to the demands made by the company, with the result that there will be no new subways begun for a couple of years.

Mr. Shonts said that before his company would sign a contract to build the extensions its conditions would have to conform to a great extent to those which governed the building of the present subway. This would mean the building by the open ditch method instead of the cut and cover system called for by the recently advertised form of contract. Mr. Shonts said that his company objected to the costly obligation of providing private property to provide entrances to the subways and thus doing away with the kiosks. Mr. Shonts said also that the proposal to place upon the contractor the extra cost of building a wider tunnel than the existing one, to increase the responsibility of the contractor for the damages and to pay for his own easements were some of the objections not named in his letter.

PRINCE EITEL FREDERICK HURT.

Kaiser's Second Son Thrown From Horse In Cavalry Drill.

Special Cable Dispatch to THE SUN. BERLIN, April 25.—Prince Eitel Frederick, the second son of the Kaiser, was about to begin cavalry drill on the Doberitz parade ground yesterday when his horse shied at the sudden display of a red signal flag and jerked up its head sharply, striking the Prince violently on the nose.

The blow knocked the Prince senseless from his saddle. The report that he received concussion of the brain in his fall is incorrect. The Prince merely complained of a severe pain in the head, which has so abated already as to make it probable that he will be able to return to Potsdam on Saturday.

COREAN RIOT SUBDUED.

Three Days of Trouble Near Seoul Ended by Japanese Cavalry.

Special Cable Dispatch to THE SUN. TOKIO, April 25.—There were anti-Japanese riots on Monday, Tuesday and yesterday in the provinces both north and south of Seoul following skirmishes with the police on Sunday. Finally Japanese cavalry drove the rioters into the mountains and brought the trouble to an end. The rioters' arms and ammunition were captured. There were only a few casualties.

EARTHQUAKE SHAKES ITALY.

Two Early Morning Shakes Felt in Verona and Other Places.

Special Cable Dispatch to THE SUN. VERONA, Italy, April 25.—A sharp earthquake shock was felt here at 5:45 o'clock this morning. It was followed by another but lighter shock at 7 o'clock. The people of the city were thrown into a panic. There were no casualties.

AMERICANS FOUR INTO LONDON.

Hotels Are Getting Full and Incidentally Raising Their Rates.

Special Cable Dispatch to THE SUN. LONDON, April 25.—Although the season has not yet opened, the arrival of Americans in numbers is noticeable and hotel accommodations are becoming scarce, while in some instances the hotels have already raised their tariffs. One thousand passengers, mostly Americans, reached London last evening from Paris.

Bill for a Channel Tunnel Withdrawn.

Special Cable Dispatch to THE SUN. LONDON, April 25.—The bill introduced in the House of Commons authorizing the construction of a tunnel under the English Channel from England to France, which aroused strong opposition, has been withdrawn.

The Weather.

The storm of the New England coast had entirely disappeared yesterday and the storm from the Missouri Valley was central over the lower Lake regions with greatly reduced energy. It was the cause of rain in the lower Lake region and snow in the St. Lawrence Valley and, in conjunction with approaching cooler weather from the Northwest, it caused rain, snow and thunderstorms in the middle Mississippi and lower Missouri valleys. There was snow also in the middle Rocky Mountain States.

In the Atlantic and East Coast States, the Northwest and the West the weather was generally fresh and cool.

A high pressure area in the Northwest was sending lower temperatures into the upper Lake regions, the middle Mississippi Valley and south to northern Texas, with temperatures below freezing from western Montana to the upper Lakes and south into Colorado. The lowest Lake regions and the intermediate country were warmer.

In this city the day was fair and warmer, wind, fresh and easterly, average humidity, 42 per cent., barometer, corrected to sea level, at 8 A. M., 30.08 3 P. M., 29.87.

The temperature yesterday as recorded by the official thermometer is shown in the annexed table:

8 A. M. 1907. 1906. 4 P. M. 1907. 1906. 12 M. 1907. 1906. 8 A. M. 1907. 1906. 4 P. M. 1907. 1906. 12 M. 1907. 1906.

The highest temperature, 72, at 3 P. M., 31. WASHINGTON FORECAST FOR DAY AND NIGHT TO-MORROW.

For eastern New York, eastern Pennsylvania, New Jersey and Delaware, rain and colder to day, followed by fair in the afternoon; fair to morning; fresh north wind.

For New England, fair and colder to day, preceded by rain in northern portion; fair to morning; fresh north wind.

For the District of Columbia and Maryland, rain and colder to day; fair to morning; fresh north wind.

For western New York, partly cloudy to day and to morning; warmer to morning; fresh north wind.

GERMAN BARON FOUND GUILTY

Of Various Breaches of Discipline While Governor of the Cameroons.

Special Cable Dispatch to THE SUN. BERLIN, April 25.—Baron Jocke von Puttkamer, former Governor of the German Cameroons, West Africa, was found guilty to-day in the Imperial Disciplinary court at Potsdam of three breaches of discipline.

The Baron was under arraignment on various complaints, some made by natives. The charges against the Baron, who has resigned on the ground of ill health since they were brought, were frequently mentioned at the sessions of the former Reichstag and formed the theme of countless caricatures and allusions on the variety stage.

The first charge against the Baron concerns Fraulein Martha von Eke, an actress, who accompanied him to the Cameroons. He was accused of issuing a pass for her in the name of the Baroness von Neckardstein and of introducing her to the German officers of the colony as his cousin. Other charges concerned sales of Cameroonian commercial companies found in the Governor's possession.

The accused declared that he acted in good faith in regard to the Eke woman, who, he says, skillfully prevented him from seeing her papers of legitimation and worried him into granting her the pass. He defended his policy toward the natives, and complained of the attitude of the missionaries, whose motto was: Everything for the blacks and nothing for civilization.

The Baron was ordered to be reprimanded and to pay a fine of 1,000 marks (\$250) and the costs of the prosecution.

NO BRITISH-SPANISH ALLIANCE.

London Foreign Office Denies Story—An Explanation From Germany.

Special Cable Dispatch to THE SUN. LONDON, April 25.—The British Foreign Office has taken an unusual course in issuing a formal denial of the story printed by the *Correspondencia de España* regarding an understanding between Great Britain and Spain, details of which were cabled to THE SUN yesterday.

The Foreign Office declares that there is no foundation for the story. COLONE, April 25.—The *Frankfurter Zeitung* states authoritatively that the sole reason for King Edward's recent visit to Cartagena was Queen Victoria's wish to visit England after her confinement and King Alfonso's desire to accompany her.

This could not be done until King Edward had paid a return visit. The two Kings, the *Zeitung* says, made no political arrangements and their conversation was limited to general topics. The *Zeitung* adds that the story in the *Correspondencia de Madrid* that King Edward and King Alfonso arranged a practical alliance between Great Britain and Spain is absolutely without truth.

PARIS TEACHER NOT DISMISSED

For His Share in Threatened Strike of Government Servants.

Special Cable Dispatch to THE SUN. PARIS, April 25.—The Department Council of the Seine, after considering the case of Secretary Megre, of the teachers' union who was involved in the threatened strike of Government servants, decided by a vote of 15 to 10 against dismissing him.

The decision was based on the ground that the General Labor Federation has not been declared illegal and the civil servant's union has not been formally prohibited. While protesting against the decision, the teachers of the General Labor Federation, the principles of which, the council declared, tended to nothing less than the destruction of social order, it was the delegates of groups authorized, or at least tolerated, by the Government.

The disciplinary council, on the other hand, has dismissed two more postal and telegraph clerks for signing the open letter to M. Clemenceau regarding the threatened strike.

GUILLOTINE FOR STINGY RICH.

George Bernard Shaw's Way of Punishing Those Who Won't Give to Art.

Special Cable Dispatch to THE SUN. LONDON, April 25.—George Bernard Shaw, addressing a meeting of the National Art Collection Fund, referred to the deficit for the year and the urgent need of money. He regretted that people with big, unearned incomes did not take much interest in the society's work.

There was, he said, £300,000,000 in England belonging to people who did not work. Therefore the society must tell the rich class that more money was needed because it was coming in sharp competition with America. If wealthy people did not respond to the demand they ought to be guillotined.

FEDERAL PALMER REMANDED.

Most Answer Charge of Killing a Fellow Passenger—His Companion Let Go.

Special Cable Dispatch to THE SUN. LONDON, April 25.—Federal Palmer, the pugilist, who was arrested yesterday on the charge of killing a fellow passenger on a train returning from the Epsom races, was arraigned to-day and remanded.

The man who was arrested with Palmer was released. Germany's Delegates to The Hague.

Special Cable Dispatch to THE SUN. BERLIN, April 25.—P. Zorn, professor of law at the University of Bonn, has been appointed Germany's fourth delegate to the Peace Conference at The Hague. The other three delegates are: Baron von Eberstein, German Ambassador to Turkey; Dr. Krings, of the international law division of the German Foreign Office; and Vice-Admiral Siegel, naval attaché at the German Embassy, Paris.

British Emigrants for British Colonies.

Special Cable Dispatch to THE SUN. LONDON, April 25.—The Colonial Conference adopted to-day a resolution regarding the desirability of British emigrants going to British rather than foreign possessions and also asserting the principle that the Imperial Government should cooperate with the colonies to this end.

SUBWAY CAR STOPS CROSSWISE

AND THOUSANDS OF PASSENGERS HAVE TO PAY TWICE TO GET HOME

Northbound Train Was Leaving Ninety-sixth Street When First Car Tried to Go Two Ways at Once—Switch Imperfectly Thrown or Imperfectly Closed.

In the subway rush hour last night the rear truck of the first car of a northbound Broadway express took the Lenox avenue track at the switch just above the Ninety-sixth street station. The rest of the trucks remained on the Broadway track and none of them left the rails altogether, although the car directly affected was thrown crosswise. The train, which was composed of eight cars and very heavy, was just slowly pulling out at 4:30 o'clock when the accident happened. It so happened that the rear cars had just passed the switch and the station. After a time the doors of these cars were thrown open and the passengers walked back through the train and got off.

Other trains behind began piling up and the block was soon felt as far south as Fourteenth street. Although the subway officials made haste to notify stations below, many trains were caught between stations. Everybody wanted to get out and the usual trouble resulted. Trains were slowly backed or brought forward and the passengers were unloaded.

General Manager Frank Hedley came on the jump and orders began to fly fast and furious. The first thing that was done was to stop the sale of uptown tickets. A repair crew which has headquarters in the Ninety-sixth street station began to separate the car from its twisted truck. They finally jacked it into line and it was slowly pulled back into the station, where after temporary repairs it was taken to the uptown yards. The trip necessarily had to be a slow one and this caused more delay. Although traffic was moving the city moving the car after the accident it was an hour before things began to go smoothly.

Every inch of the roomy uptown platforms at Ninety-sixth street was jammed with people. Many people bought tickets just to get into the station and see what was going on. When after a long time the crowd didn't seem to diminish the police began to investigate. When they saw people still coming in they began to stop them. After standing around for a while the folks here, as elsewhere along the line, climbed to the street and crowded almost anything that would ride in the cars and automobiles did a rushing business. The surface and elevated cars were fairly jammed. General Manager Hedley said, speaking of the accident:

"The rear truck of the forward car of the Broadway express followed the Lenox avenue track instead of taking the switch. This put the car crosswise. Although there was considerable confusion, nobody was hurt. I have two theories as to what caused the accident. The rear truck may have climbed the switch, that is to say, not have taken it properly. Again, the tower man might have thrown the switch under a car. It was observed, however, that the switches and signals were in good working condition just previous to the accident. A thorough investigation is being made."

SPANISH CONSERVATIVES WIN.

Will Have an Overwhelming Majority in the New Cortes.

Special Cable Dispatch to THE SUN. MADRID, April 25.—The result of the elections last Sunday is that the Chamber in the new Cortes will be composed as follows: Conservatives, 236; Liberals, 81; Democrats, 8; Republicans, 32; Catalans, 17; Carlists, 16; Integristas, 2; Catholics, 2; Independents, 4.

SCORES OVERCAPITALIZATION.

Mr. Bourn Would Have Stock Waterers Punished Severely.

In the course of a speech last night on "capitalization" to the American Institute of Bank Clerks Augustus O. Bourn, Jr., said: "The German and British Governments are to-day more than any other nations enforcing wise and sane legislation to prevent the plundering of the investor's pockets by those who make it a practice to water stock. Why should not the United States do as much? The privileges which these buccannery operators enjoy in the United States are not tolerated in Germany and have become illegal under the British Companies Act of 1900."

"The privilege of issuing unlimited stock has had its abuse in both England and Germany, but legislation has stepped in in both countries and has put an end to this graft and has punished the offenders. This has been a success in both Germany and England, and now why should we hesitate? We who pride ourselves on being the foremost nation in the world, both politically and morally? Why should we, I ask, hesitate to take action against such immoral abuse by such immoral methods?"

"The legitimate regulation of a people both happy and prosperous, and when promotion is guided by the obtuse mind of a miser and by the illiterate political horripilation of anarchy."

ROOFERS ARE TRAPPED.

Couldn't Get Below Fifth Floor and Police Couldn't Give Them Aid.

A policeman walking in Bleeker street about 9 o'clock last night heard cries from above. Looking up he saw two heads stuck out of the top floor windows of the six story building at Nos. 109 and 111. Then a piece of paper came veering down.

It was a note to explain that four men working as roofers on the building had come down to wash up at 6 o'clock to find that the top floor was closed so that they could not get out. They were hungry, the writer said in the note.

The policeman saw that the next building was closed to the use of the fire rescue men, so he went round the corner. He got up to the fifth floor of this building, only to find that a bolted iron door barred his way. He beat down and avoided the stopped in the street, where he could see the heads popped out.

"I can't get you out, you'd better stay there," was his wholesome advice. Then he went back to the Mercer street station to report. The lieutenant decided that the only way to get the men out would be to notify all the persons who had offices in the building to get each one in turn to open a floor. The lieutenant did not feel justified in doing that, so he made up his mind that the men might as well stay there until morning.

CORNELL MEN DINE.

Brooklyn Association Expects to Restore George Near the Varsity Campus.

The members of the Cornell University Association in the city, Brooklyn, are having a meeting last night at the University Club in that borough and elected officers. The usual monthly dinner. For more than a year the association has been considering plans to preserve the scenic beauty of Fall Creek Gorge, which borders the Cornell campus, the most beautiful gorge in New York State, but has been neglected for several years. The plan is to build bridges and walks and to prepare the place for the erection of a gate and a road to the gorge.

It was announced last night that subscriptions for several hundred dollars had been received, enough to justify the beginning of the work of restoration in the coming summer. It will cost about \$5,000 to restore the gorge and build approaches, walks and bridges.

These officers of the association were elected: President, Franklin Matthews; vice-president, William F. Atkinson; corresponding secretary, Joseph W. Cook; recording secretary, Richardson Webster; treasurer, Salmon Whitcomb.

Head-and-Hand-Tailored Suits for Men

at \$20.00, \$25.00 and \$30.00

A man may mix his colors perfectly and select his brushes with a fine discrimination—would that earn for him a niche in the Hall of Fame as an artist?

Nor do we invite your interest in our summer suits at \$20, \$25 and \$30 because the fabrics are all-wool and thoroughly shrunken, or because the designs are to some degree exclusive, and to the last degree, in good taste.

Such are merely the precautionary measures to insure the result and incidental to the Big Essential—the tailoring of our garments. That is where you will find our main strength—in the head-and-hand tailoring. Were the fabrics but half as good as they are, still would the tailoring more than justify the prices.

Smith, Gray & Company

Broadway and Warren Street - New York - - - Broadway and 31st Street
Broadway and Bedford Avenue - Brooklyn - Fulton Street and Flatbush Ave.

Sources of Distinctiveness in Saks Clothes

Talk Number Three Relative to Precision in Cutting.



The Saks system of cutting drafts each pattern individually and completes each size in itself, even to its most minor parts, including canvas and linings. The result must be positive exactness in each garment.

The Saks method does not permit the Cutter to change trousers or sleeve lengths at his option, or to alter any single dimension. For instance—there is no attempt to stretch a 32-inch trousers pattern into a 34-inch size by simply annexing two inches to the length.

Thus each size in Saks Clothes is individual, and never varies. In all the shifting of styles the dimensions will conform to standard. Your size to-day must be the same to-morrow.

After this manner do we arrive at absolute mathematical precision in each garment. We judge this to be another good reason to justify a preference.

Distinctive Suits and Top Coats for Men—\$15 to \$45

Herald Square

Saks & Company

33d to 34th St.

COLBY HITS PROSPECTIVE BOOM.

Tells "New Idea" Men Not to Name a Candidate for Governor.

There was a dollar dinner at Grand View Hall in Jersey City last night under the auspices of the Central Republican Committee of Hudson county. More than a thousand followers of the "New Idea" movement were there. The caterer had to provide two sittings for them. It was the biggest and most enthusiastic political dinner ever held in the county.

State Senator Everett Colby of Essex county said in part:

"This is a critical time in the history of the New Idea movement, and I believe we are going to meet it wisely and well. If my judgment does not fail me we should have no candidate for Governor, but strike for the members of the Assembly on a progressive and sound platform. We are doing good and useful work, and if we keep both feet on the ground we shall soon be able to do more. But we must avoid the mistakes other reformers have made, and one of these mistakes is to seek office when one is not absolutely necessary to accomplish an end. The governorship would subject the reform element to all the weaknesses of a political party. My ideal for the New Idea is not a party of politicians, workers, but a grand army of minute men."

Senator Colby, being the most conspicuous man in the reform movement in New Jersey, has been looked upon as most likely to get a nomination for the governorship. He has a strong strength he developed in the offices of his lawyers in this city. J. D. W. King of the New York Bureau of Information traced him there and notified the District Attorney's office. Wade was taken to Police Headquarters, for the present, at least.

Corporation Counsel George L. Record of Jersey City said that next fall every interested man in the reform movement in New Jersey, politics, bosses, political machines and State leaders without distinction would try to defeat Mayor Fagan.

Mayor Fagan, William P. Martin, James G. Blauvelt, Henry Morelli and Thomas McIlwain were other speakers. James W. McCarthy, president of the committee, was toastmaster.

GAS KILLS DESSAUER.

Believed That the Belt Manufacturer Was Asphyxiated by Accident.

Seligman Dessauer, a manufacturer of women's belts, who lived at 27 West Nineteenth street, was found dead in his room, which was found open to the street, and was turned partly by the window was several inches from the top. The man had been dead several hours when found. He was single and a member of the firm of Dessauer, Schloss & Simmons of 24 West Seventeenth street. Dessauer was about 45 years old.

Andrew Carnegie's Illness.

Andrew Carnegie has been confined to his bed for several days by a severe attack of bronchitis, which followed a cold he contracted while playing golf at Hastings last Friday. He was able to leave his bed yesterday, but will have to keep to his room for several days more.

B. Altman & Co.

FURS, FUR GARMENTS, RUGS AND DRAPERIES RECEIVED FOR STORAGE THROUGHOUT THE SUMMER MONTHS.

THE MOST APPROVED METHODS BEING USED TO INSURE THE SECURITY AND PERFECT SAFE-KEEPING THEREOF.

THE PLACING OF ORDERS DURING THIS PERIOD FOR THE REPAIRING AND ALTERING OF FURS, AND THE CLEANING AND REPAIRING OF RUGS IS ESPECIALLY RECOMMENDED.

LACE CURTAINS CLEANED AND STORED

Fifth Avenue, 34th and 35th Streets, New York.

GOT H. CLAY R. WADE.

He Woke Up an Old Indictment When He Began a Civil Suit.

Henry Clay Russell Wade, for whom a bench warrant was issued last September on complaint of the Friede Globe Tower Company, was arrested yesterday in the offices of his lawyers in this city. J. D. W. King of the New York Bureau of Information traced him there and notified the District Attorney's office. Wade was taken to Police Headquarters, for the present, at least.

In the latter part of August Wade went to George C. Tilyou of Coney Island, offering him a